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CENTRAL INTELLIGENCE AGENCY

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COUNTRY USSR (Komi ASSR and Kazakh SSR)

REPORT

SUBJECT

1. The Petroleum Industry at Ukhta *(wells and refineries)*
2. Foreign and Soviet Minority Groups in Komi ASSR
3. Industrial and Military Organizations in Kazakh SSR *(unidentified)*

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

Attachment 1: A six-page report on the operations of the Ukhta Petroleum Administration in Ukhta N 63-34, E 53-42, Komi ASSR.

Attachment 2: A three-page report on the operations of the Ukhta Oil Refinery.

Attachment 3: A three-page report on the foreign and Soviet national minority groups resettled in the Komi ASSR.

Attachment 4: A one-page report giving the location in Alma Ata N 43-12, E 76-57 of the industrial plant AZTM.

Attachment 5: A one-page report giving the location of Military Plant No. 535 in Alma Ata. No production information is included.

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Attachment 6: A one-page report on a military camp in the vicinity
of Sary Agach N 41-27, E 69-107.

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Attachment 1.
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Country: USSR (Komi ASSR)
Subject: Oil Mine No. 3, Ukhta Oil Directorate

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1. The Ukhta Oil Directorate (Ukhtinskoye Neftyanoye Upravleniye) was located in Ukhta (6334-N-5342E), Komi ASSR, and had under its administration three Oil Mines referred to as Shakhta No. 1, 2, and 3. The preliminary work of prospecting and constructing of the mine shafts was allegedly launched in 1941. During World War II the work was continued, mostly by convicts of the Corrective Labor Camp— OLP-2 (Otdel'nyy Lager'nyy Punkt) located some 30 km. from Ukhta. After the war, the work was intensified and Mine No. 3 was given for exploitation in 1947. Exploitation of Mine No. 2 started at some later date.

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2. the Directorate's personnel were MVD officials because the majority of workers were Corrective Labor Camp convicts. Mine No. 3 Director was (fnu) LYGA, an MVD Captain.

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3. Mine No. 3 consisted of a vertical twin elevator shaft (dvoynoy pod'yomnyy stvol) approximately 200 meters deep and each six to eight meters

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in diameter. From the shaft's bottom lead a main drive referred to as otkatokhnyy or polnyy shtrek, approximately three and one-half meters wide and two and one-half meters high. An industrial railroad track, 0.6 meters, was placed along this drive on which operated electric trains removing rock and bringing in lumber. The main drive was circular with a diameter of four or five km. It had a small incline, several centimeters for every 100 long meters, toward the elevator shaft in order that the water running along the drive could carry the oil to the shaft.

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4. The main drive was divided into 100-meter sections. At the end of each section there was a counter-level referred to as promeshmutochnyy shtrek, 2 x 1.8 meters, leading towards opposite side of the circle's circumference outlined by the main drive [See Sketch No. 1]. In that way the entire area of the Mine, which means 10 to 20 sq. km., the border being marked by the circular main drive, was divided into a number of segments by the counter-levels running always parallel to each other. The counter-levels which were usually referred to as 0.7 (nol'sem' shtrek), which most probably meant that they were made in the size comprising 0.7 of the main drive's dimension, were provided with industrial railroad tracks 0.6 meters, similar to the main drive.

5. The counter-levels in their part were divided into 40 meter sections at the end of which ran drives referred to simply as shtrek or 0.5 shtrek laid under a 90° angle to the counter-levels and ending at the circle's circumference. The 0.5 drives had also railroad tracks. In this way the whole area of the mine was covered by a system of drives, making a large number of squares. All drives in the mine were secured by heavy lumber frames, and walls and ceilings were completely covered by wooden boards.

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6. Drilling for oil was conducted only in the 0.5 drives; all the remaining drives were made solely for transportation purposes and to give access to the 0.5 drives. For drilling the drives were provided with drilling chambers (burkamera) placed 40 meters apart. The chambers were actually part of the same drive with the width extended up to three and one-half meters similar to the main drive. Each chamber was equipped with an electrically-operated drilling stand (buril'nyy stanok). The drilling was done by a triple cutter (trekhsharoshkovoye doloto). Normally six to eight oil wells were made in one chamber. Some wells were made under 90° angles to the horizontal and some under a certain incline. The average depth of a well was 100 to 120 meters.

7. Whenever new-well drillings reached the oil level, a strong oil gusher was obtained. The strong flow continued usually for about seven days and then it slacked but continued to flow by its natural pressure for many months and sometimes as long as a year. When the natural flow would end, the oil then would be driven from the well by air pressure provided by large air compressors located on the surface close to the opening of the elevator shaft. Using air pressure the flow of oil could be extended for at least six months or sometimes even a whole year. Following that the well normally became exhausted and was simply sealed, by means of a wooden stopper. When all the wells of one chamber were exhausted the chamber was abandoned and the next one operated in the above-described way.

8. Mine No. 3 had six shops or sections referred to as tsekhs they were:

a. Three Drive Cutting Sections (Tsekh Po Prokhodka) responsible for opening all drives and their maintenance. The cutting of drives was

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done by means of pneumatic drills and hammers and blasted by amonol charges.

b. The Exploitation Section (ekspluatatsiyanny tsekh) responsible for the drilling of oil wells and their exploitation. This section also was responsible for maintaining the flow of water running through the special canals along all the drives and carrying oil toward the oil storage tank (lovushka) with a capacity of 800 tons, located in the vicinity of the elevator shaft from which it was pumped to the surface. For oil-well drilling purposes, the section was equipped with approximately 10 to 12 electrically-operated drilling stands which were moved according to the needs from one drilling chamber to another. This section was also responsible for the operation of the surface air-compressor providing the air pressure necessary to drive the oil from the wells to the drive level.

c. The Transportation Section (tsekh dvizheniya) which was responsible for the organization and maintenance of transportation and transportation facilities in the mine. The transportation facilities consisted of railroad tracks laid along all drives, three electric locomotives, and a large number of vans. One locomotive could pull 15 rail wagons loaded with rocks. The trains carried rocks to the elevator shaft and then returned with lumber for frames and cover.

d. The Ventilation Section (tsekh ventilyatsiya) was responsible for circulation of fresh air throughout the mine and maintenance of ventilation facilities. There was a ventilation shaft (stvol) located approximately 150 meters from the elevator shaft through which fresh air

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entered the mine. The elevator shaft was equipped with a powerful air-sucking pump which insured a continuous flow of air along all drives.

9. The mine operated 24 hours each day, with three eight-hour shifts. Each shift had approximately 250 miners, and approximately 95% of the workers were convicts from OLP No. 2. Only the foremen and a few skilled workers were free laborers.

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10. The daily output of Mine No. 3 during the period 1948 to 1953 was approximately 400 tons. [redacted] from 1954 to 1957 at the Ukhta Oil Refinery, [redacted] Mine No. 3 was still operating and [redacted] its output was keeping at approximately the same level.

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11. [redacted] the other two oil mines, Mine No. 1 and No. 2 of the Ukhta Oil Directorate were of similar size and operated in the same manner as Mine No. 3, thus making the daily output 1200 tons of oil.

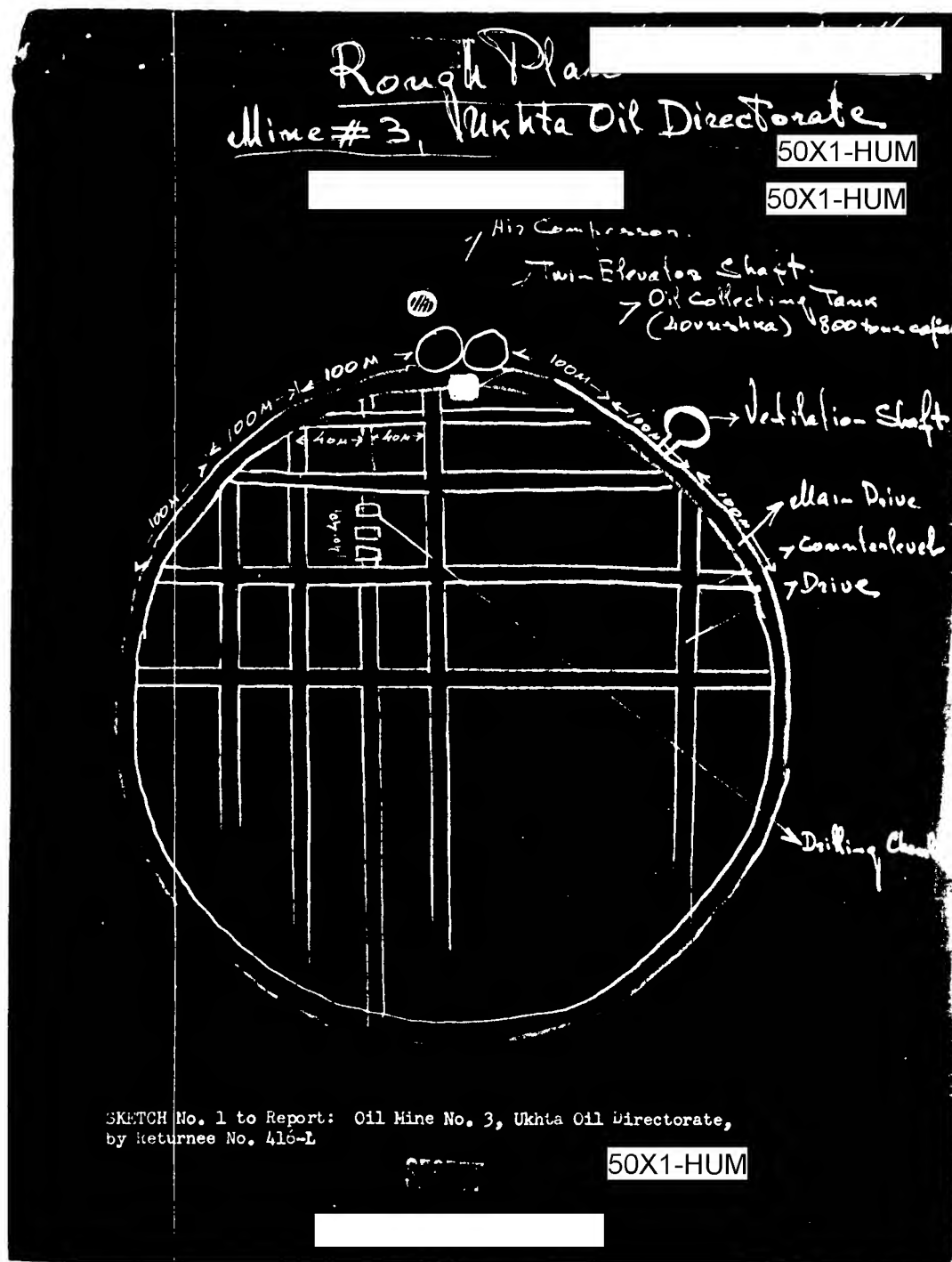
12. [redacted] Corrective Labor Camp OCP No. 2 was still being operated as late as November 1957.

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Attachment 2
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Country: USSR
Subject: Ukhta Oil Refinery

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1. The Ukhta Oil Refinery (Ukhtinskiy Nefteperegonnyy Zavod, Abbrev: UNPZ) was located on Zavodskaya Ulitsa in Ukhta (6334N-5342E), close to the Rayon Thermo Electric Power Plant. [REDACTED] the Refinery was built prior to World War II. The Refinery's Director was Engineer (fnu) KARYUKHIN, his Deputy (fnu) PETROV, and the Chief Engineer (fnu) SERGAYEV. 50X1-HUM

2. UNPZ consisted of five shops:

(a) The Distillery (Peregonnyy Tsekh) was located in a large high-ceilinged hall where there were a large number of pipes. Some had a diameter of one and one-half meters while others were smaller. Several other pieces of equipment were in this hall, similar to boilers for the heating of crude oil. [REDACTED] 50X1-HUM

[REDACTED] the final products after processing at the Distillery 50X1-HUM

(1) Automotive gasoline (benzin avtomobil'nyy). [REDACTED] 50X1-HUM

[REDACTED] no aviation gasoline was ever manufactured at 50X1-HUM
Ukhta Refinery. [REDACTED]

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[redacted] This gasoline was the major and most important product of the Refinery.

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(2) Diesel Oil (dizel'noye toplivo) was the second most important product.

(3) Navy Fuel Oil (masut flotskiy) was the third product.

(4) Tractor Fuel Oil (kerosin traktornyy).

(5) Kerosene (kerosin osvetitel'nyy).

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(6) Boiler Fuel Oil (masut topochnyy).

(7) Railroad Car Axel Summer Grease (osovoy letniy).

(8) Railroad Car Axel Winter Grease (osovoy zimniy).

(b) Refinery (Tsekh Oshistki).

[redacted] the final refining

of gasoline and probably some other oil products received from the Refinery was done at this Refinery.

(c) Asphalt Shop (Bitumnyy Tsekh). Two types of asphalt were manufactured in this shop:

(1) Liquid Asphalt, which by means of steel pipes, was piped directly from the shop to railroad tankcars.

(2) Black Asphalt. Special steel molds in the form of barrels were filled with the material while it is hot and thick and left to cool off. Following the cooling process the molds were taken off and the asphalt blocks were ready for transport.

(d) Transportation Shop (Tovarnyy Tsekh) was responsible for shipment of the crude oil to the refinery and shipment of the finished products to customers. A large number of oil tanks, pumps, and a long

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railroad loading platform, belonged to the shop. Stationary tanks were of various sizes, the largest ones with a capacity of 4070 kg. per one vertical cm. were used for storage of crude oil. The others especially those used for gasoline and fuel oils were a smaller size. Since the railroad tankcars used for shipment of the finished products never had any markings indicating their destination, except "North" or "South",

(e) Construction Shop (stroyitel'nyy tsakh) was responsible for the construction of new and the maintenance of existing plant buildings, roads, and other similar installations.

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3. UNPZ received crude oil from the Oil Mine No. 1, through three of the Ukhta Oil Directorates and from the Surface Oil Fields in Voy-Vozh (59504-4910E).

Voy-Vozh oil is considerably lighter than the Ukhta Oil.

4. UNPZ operates 24 hours per day, on three eight-hour shifts, and there could have been over 1,000 workers employed at this plant. No corrective labor camp convicts were employed.

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Country: USSR (Komi)

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Subject: Foreign and Soviet National Minority Groups Resettled
in Komi ASSR

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1. The territory of Komi ASSR from approximately 1938 until Stalin's death had been used for transportation of various foreign nationals and national minority groups, all of which is referred to in Komi ASSR as spots-pereseleniya.

a. Estonians, Latvians, Lithuanians:

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This is probably the largest national group resettled in Komi ASSR, following the incorporation of the Baltic States into the USSR prior to World War II. The majority of these people have created a new existence and have relatively decent living conditions. At the end of 1953 or early 1954, their civil rights were reinstated and they received authority to return to their native areas if they desired. A very small number of these people, however, desired to return, believing that conditions in the Baltic Soviet Republics would be no better than in any other part

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of the Soviet Union and being unwilling to abandon their home and employment which they had secured in Komi ASSR.

b. Germans:

The Volga and other Soviet German minority groups^{were} resettled in Komi ASSR at the start of World War II. After World War II to these Germans were added those Germans which were deported from Germany by the Soviets. Following the change of policy which took place after Stalin's death, members of the last group have been returning to Germany. The Soviet Germans however as a whole are reluctant to return to their homes for the same reason as the Baltic nationals.

c. Poles:

This national group was deported to Komi ASSR from the Eastern part of Poland, following the division between Germany and the Soviet Union after the German-Polish War and also following World War II. The majority of these people took the opportunity of returning to their homeland during the period 1954-1957.

d. Rumanians:

This national group was originally deported under conditions similar to the Poles; the majority have returned to Moldavian SSR following Stalin's death.

e. Hungarians:

This group was deported during and after World War II. Very few have returned to Hungary.

f. Koreans and Chinese:

They were deported after World War II. No information is available on repatriation.

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2. The majority of spets-pereeselentsy found employment in the various industrial installations in Ukhta, Vorkuta and other towns. Very few allegedly worked in Sovkhozes or Kolkhozes.

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Country: USSR (Kazakh)

Subject: Location of Industrial Plant AZTM in Alma Ata

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An industrial plant referred to as AZTM was located in Alma Ata at
Komsomol'skaya Ulitsa, in the part of town called Tastak. [REDACTED]
Alma
[REDACTED] the abbreviation stands for/Atinskiy Zavod Tyazhelego-mashinostroyeniya.
No further information.

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Attachment 5
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Country: USSR (Kazakh)

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Subject: Location of Military Plant No. 535 in Alma Ata, Kazakh SSR

1. A Military Plant referred to as Ushosdar Zaved No. 535, was located on Uyurskaya Ulitsa in Alma Ata. The plant occupied a large area and guarded by armed sentries.

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it was considered

a classified installation (sasokrechnyy saved)

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Note:

Although there is no detailed information on this plant, it appears that this is a part or subsidiary of Ushosdar No. 535 in Alma Ata, under the Road Construction Administration.

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Attachment 6
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Country: USSR

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Subject: Unidentified Army Units in Sary Agach, Kazakh

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1. There was a large Army Camp approximately 3 km. away from Sary Agach (4127N-6910E). Among the town's people the camp was always referred to as Voyenny Gorodok. The grounds were surrounded by a barbed wire fence and guarded by armed sentries. A large number of buildings in the camp could be observed from the road leading from Sary Agach to Tashkent.

2. Soldiers stationed in this camp wore black and red shoulder boards.

Considering the number of houses in the camp, at least one regiment sized unit was stationed there.

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3. On some Soviet national holidays, military parades of units in Voyenny Gorodok were held in Sary Agach. Only infantry units took part in these celebrations. On Sundays and other holidays a large number of soldiers on "Pass" came to Sary Agach.

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4.

quite often some jet-fighter planes from Tashkent flew over the area

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